CITY OF DURHAM | NORTH CAROLINA

Date: March 22, 2016

To: Thomas J. Bonfield, City Manager
Through: W. Bowman Ferguson, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street and Infrastructure Acceptance

Executive Summary
Pursuant to City ordinance, streets and associated infrastructure shall be considered for acceptance for maintenance by the City of Durham when they are improved in accordance with requirements established by the City Council. The following streets and associated infrastructure have been improved to City of Durham standards:

<u>The Park at Southpoint (excluding Johnson Victory Circle)</u>

1) Southpoint Auto Park Boulevard – from the east curb line of NC 751 Highway east to the centerline of the traffic circle (3,430) and

2) Audubon Lake Drive – from the end of existing pavement west to the centerline of the traffic circle (310').

<u>The Park at Southpoint – Additional Infrastructure</u>

1) Sanitary Sewer Outfall "A" – from the existing 8" sewer outfall east of NC 751 Highway south to the sewer manhole in Southpoint Auto Park Boulevard (1191'); and

2) Sanitary Sewer Outfall "B" – from an existing sewer outfall west, then north to the north side of Southpoint Auto Park Boulevard (582'); and

3) Sanitary Sewer Outfall "C" – from a sewer manhole located in Golden Heather Drive west to the end of construction (164').

<u>Brightwood Trails – Phase 2B, 4A and 4B</u>

1) Poplar Street - from the beginning of Phase 4A construction @ STA 18+08 southwesterly to the end of Phase 2B @ STA 33+25 (1517'); and

2) Putters Court – from the centerline of Poplar Street east to the end of Phase 4A construction @ STA 3+26 (226'); and

3) Gilman Street – from the centerline of Poplar Street north to the end of Phase 2B construction at STA 6+10 (510').

4) Ember Drive – from the centerline of Gilman Street east, then north to the end of Phase 2B construction at STA 19+50.68 (701').

Rrecommendation
The Public Works Department recommends that the City Council accept the above named streets, as well as the water, sewer, and storm drainage lines located within the street rights of way, as well as the additional sanitary sewer outfalls for maintenance by the City of Durham.

Background:
The Park at Southpoint and Brightwood Trails – Phases 2B, 4A and 4B are located within areas that have been developed and are inside the City Limits. Per the extension agreements executed with the developers, street rights of way and utility easements have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreement, these streets and associated infrastructure would be accepted for maintenance by the City. Both The Park at Southpoint and Brightwood Trails were previously on the Failed Development list.

Issues and Analysis:
Past practice has dictated that the City of Durham accept streets and infrastructure that are part of new developments with dedicated public rights of way as defined by the extension agreements.

Alternatives:
The alternative to accepting these streets and infrastructure from the developers would be to decline their requests and ask that they continue to maintain these streets and infrastructure under private maintenance programs.

Financial Impacts:
Accepting these streets and infrastructure would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing, resulting in additional State Powell Bill funds for the City.

SBDE Summary:
N/A

MGW/mln

cc: Robert Joyner, Public Works
       Laura Adcock, Public Works
       Albius Mufalo, Public Works
       Tony Haithcock, Public Works
       George Locke, Public Works
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